

**TOWN OF OLD ORCHARD BEACH
TOWN COUNCIL WORKSHOP
THURSDAY, FEBRUARY 24, 2011
TOWN HALL CHAMBERS**

A Town Council Workshop of the Old Orchard Beach Town Council was held on Thursday, February 24, 2011, in the Town Council Chambers. Chair Quinn opened the meeting at 7:03 p.m. The purpose of the Workshop was to discuss the Union Avenue/Saco Avenue/E. Emerson Cummings Boulevard Intersection Project.

The following were in attendance:

**Chair Bob Quinn
Vice Chair Michael Tousignant
Councilor Robin Dayton
Councilor Sharri MacDonald
Councilor Shawn O'Neill
Assistant Town Manager Louise Reid
Public Works Director Bill Robertson
Thomas L. Gorill, P.E., PTOE
of Gorill-Palmer Consulting Engineers, Inc.**

Absent: Town Manager Jack Turcotte

The Workshop this evening includes a presentation by Thomas L. Gorill, P.E. – President of Gorrill-Palmer Consulting Engineers, Inc., who was presented by Bill Robertson, Old Orchard Beach Public Works Director. The presentation and the discussion related to Saco Avenue/Union Avenue/E. Emerson Cummins Boulevard Signalization as it regards the intersection project.

It was explained that the Maine Department of Transportation (MDOT) is planning intersection improvements at the intersection of Saco Avenue and Union Avenue in Old Orchard Beach. The MDOT, in accordance with Section 106 of the National Historic Preservation Act, already sought out information from consulting parties that would likely have information/knowledge of or concerns with historic properties in the area as they relate to the projects potential effects.

The Public Works Director further explained that PACTS is requesting to amend its 2010-2013 Transportation Improvement Program (TIP) as endorsed by the Executive Committee on July 13, 2010. They were requesting to withdraw PIN 17334.00, Old Orchard Beach, Saco Avenue at E. Emerson Cummings Boulevard and Union Avenue intersection, and reinstate the projects with a new PIN after transferring funds to revise the Federal (and State) pro-rata shares in the project. The transfer of State and Federal funds will come from the PACTS holding PIN 13103.00. Because the project is under a Federal-aid Project Agreement and the preliminary engineering funds are obligated, it is the understanding of PACTS that the Federal pro-rata share can be changed only by withdrawing the existing project and creating a new project with

adjusted shares, as the following table indicates. As the project is withdrawn, the State share decreases from the current \$29,476 (7%) to \$22,600 (5%), which will increase the State's share in the holding PIN by \$6,876.

PIN	17334.00	17334.00	17224.00
FUNDS	Original	Proposed	Transfer
FEDERAL AMOUNT	\$198,687 (44%)	\$316,400 (70%)	\$117,713
STATE AMOUNT	\$29,476 (7%)	\$22,600 (5%)	\$(6,876)
LOCAL AMOUNT	\$223,836 (49%)	\$113,000 (25%)	\$(110,836)
TOTAL	\$452,000	\$452,000	-----

It was indicated that the progression of the project would not be during the summer but rather fall or early spring. The work that has already been done with the projects at the School and at the E. Emerson Cummings walkways will be enhanced by this project. A map of design of the project was presented to the Council with a description of the variety of changes being made including the introduction of the bike path (or way). It was indicated that the project shows a five foot bike lane. It was stated clearly to questions raised by the Council that the Town and the engineering contractor follows strictly the guidelines and requirements in the State and Federal manuals for Uniform Traffic Control Devices. There is a listing of criteria in these manuals for when a traffic signal is warranted; the need to meet the warrant for peak time traffic. Further discussion by Mr. Gorill included an explanation that traffic signal coordination occurs when a group of two or more traffic signals are working together so that cars moving through the group will make the least number of stops possible. In order for this to happen each traffic signal in the group must allow a green light for all directions of travel during a fixed time period. The way the green light "lines up" is dependent on the distance between the traffic and the speed of the traffic. He further explained that for safety, enough time must be allowed for pedestrians to cross the street from curb-to-curb walking at a pace of approximately four feet per second. This is called the pedestrian clearance interval. The wider the street the more time needed to cross and the less time available for the green light in the opposite direction. The four-feet per second rule is a "rule of thumb"; other variables such as higher population of elderly pedestrians/contrasted with small children, relates to the time frame. It was explained when a number of questions were raised that like pedestrian crossings, enough time has to be allocated to clear the waiting traffic on the cross street and the heavier the cross traffic, such as experienced near schools, businesses, and other heavy traffic generators, the more time needed to clear them through the intersection and the less time available for the green light in the coordinated direction. There must be coordination between the signals and the speed of traffic destination. He discussed channelization which he described as separation or regulation of conflicting traffic movements into definite paths of travel by use of pavement markings, raised islands, or other means.

Council raised questions on the subject of the easements which would need to be secured. It was stated that the State uses definitive protocol which is a set of rules or standards which exhibits professionalism but directed communication in the approach to individuals, businesses, etc., on the issue of easements. There is a standard procedure, seldom deviated from, so that documentation is evident and legally acceptable. It is obvious that the privilege of using something that is not ours or owned (such as using another's land as a right-of-way) requires total legal commitment to the code of standards. It was again stated that the

responsibility of working out the easement is between the State and the individual property owner; neither the Council, a Department Head, nor the engineering firm have this prerogative.

A number of questions were raised by Mr. John Bird and Mr. Jerome Begart which added to the interesting discussion and the formulation of good information for the Council. One of the questions asked was the use of “strobe lights.” It was stated that this has turned out not to be the most effective way of managing traffic control. It was also stated that the manual use of the traffic system would be the direct responsibility of someone on the Town level such as the Fire Chief. It was also asked about the trees in the area of the construction and it was indicated that there would be the need to take down several trees but that the State also recognizes that once the project is completed the addition of tree protection is a consideration as well.

The Council noted that this was a very helpful scenario and acknowledged the excellent presentation that was made.

The Chair adjourned the Workshop at 8:05 p.m.

Respectfully Submitted,

V. Louise Reid
Town Council Secretary

I, V. Louise Reid, Secretary to the Town Council of Old Orchard Beach, Maine, do hereby certify that the foregoing document consisting of three (3) pages is a true copy of the original Minutes of the Town Council Workshop of February 24, 2011.

V. Louise Reid